Chapter VI. Trade.

Imports.

and *matti* or Terminalia tomentosa are brought from the Government stores in Kánara and from Bombay, Sávantvádi, and Chiplun, and sold to local contractors and craftsmen. This timber is used in building houses and in making carts, boxes, tables, and chairs. Of house furniture, ironware, chiefly locks, hinges, bars, and nails; copper and brass vessels, dishes, plates, and water pots; and glasses, ornamental chairs and tables, and clocks and watches are brought from Bombay, Poona, Hubli, and Sángli by Márwár Váni, Jain, Pársi, and Musalmán traders. These articles are either sold to the people or to retail dealers. Copper and brass vessels are either sold by retail dealers in their shops, or the retail dealers sometimes go from village to village and sell their vessels for cash or for valuable second-hand clothes. Of food grains, rice is brought from Haliyál in Kánara and from Kolhápur, and millet wheat and gram from Dhárwár and Kaládgi, and from the Jamkhandi, Jath, Mudhol, Rámdurg, and Sángli states. These food grains are generally brought by grain-dealers and sometimes by grocers. Part is sold locally and the rest is sent to the Konkan. Sugar, dates, cocoanuts, cocoa-kernel, sweet oil, kerosine oil, and salt are brought from Goa, Vengurla, Chiplun, Rájápur, and Bombay, and molasses from Yelláp ur in Kánara. Some of these articles are sent to Dhárwár and Kaládgi. Fruits of different kinds are brought from Goa and Kolhápur by petty dealers and sold locally. European spirits and wines and drugs are brought from Bombay by Pársi, Musalmán, and Native Christian merchants, and sold in the town and cantonment of Belgaum. Of fine tools and appliances anvils, hammers, saws, files, and scissors are brought from Bombay by Márwár Vánis and Musalmáns and sold locally to craftsmen and other consumers. Of dyeing and colouring materials indigo is brought from Madras. Of cloth, European cotton goods, shawls, woollen and silk cloths, machine-spun yarn, raw and coloured silk, and silk waistcloths or *pitámbars* are brought from Bombay and Poona, *rumáls* or headscarves and *dhotars* or waistcloths from Madras, *sádis* or women's robes from Gadag, and *chol-kháns* or bodicecloths from Kaládgi. The importers are cloth traders, most of them Gujarát and Márwár Vánis and Lingáyats. Except silk and yarn, which are chiefly bought by weavers to make *sádis* and *dhotars*, the imported cloth is partly sold to local consumers and petty dealers and partly sent to Goa. Cards chessmen and other toys are brought from Sávantvádi; jewels and gold ornaments are brought by Poona, Kolhápur, and Miraj merchants and sold to the rich; pearls and coral are brought from Bombay by Márwár Váni traders called *motikars* or pearlmen. Pearl merchants generally stay in the large towns and make one or two trips in the district.

Exports.

[1] Cotton is the most important of Belgaum exports. Belgaum has no European cotton agents and no agents of Bombay European houses. A few persons in the larger towns represent native firms, but more business is done between Bombay and the up-country

[1] Most of the details about cotton trade and cotton industries are taken from Walton's History of Cotton in Belgaum and Kaládgi (1880).

dealer at the South Konkan ports than in the cotton-growing districts. The system of trade in Belgaum is by no means uniform. Most landholders sell their own cotton and are consequently to this extent cotton-dealers as well as cotton-planters. After the cotton has been picked and ginned the season is generally too far spent to allow any but the very small outturn of American cotton to reach the coast before the latter half of May when traffic ceases. The bulk of the Belgaum cotton crop, at the expense of a considerable loss in value, is generally stored in damp godowns and dirty sheds and kept there till about the end of October. It is then taken out and weighed into bundles or *dokrás* of about 224 pounds which are covered with sacking and sewn with strong twine into packages about three feet long by two and a half broad. The cotton is neither pressed nor half-pressed; it is not even tightened by ropes. Most of these Belgaum bundles or *dokrás* find their way to Vengurla in Ratnágiri. Till 1871 when the new road to Vengurla across the Ámboli pass was opened, much cotton was carried on bullock-back down the Rám pass about thirty miles west of Belgaum. This route is no longer used, and the practise of carrying cotton on pack-bullocks is confined to a few packages from the north and north-east which make their way over the Sahyádris to the small Ratnágiri ports. The present road over the Ámboli pass has an easy gradient and is almost all that can be desired for bullock-cart traffic. This opening of the Ámboli pass road has affected the Kárwár and Kumta trade. Much traffic that formerly went from South Belgaum to Kárwár and Kumta now goes to Vengurla. Large quantities of cotton from the northern sub-divisions of Belgaum go to Chiplun in Ratnágiri about twenty-five miles from the mouth of the Váshishti river. In the customs returns this cotton appears as shipped at Anjanvel, on the south shore of the entrance to the Váshisti. A small quantity occasionally makes its way to the small ports between Vengurla and Anjanvel, but for practical purposes Vengurla and Anjanvel may be considered the ports for Belgaum cotton. The great drawback to Vengurla is that it is only a roadstead which is closed to shipping from June to October, and in heavy westerly winds is at all times dangerous. The cost of carriage from the ginning districts to the coast to a great extent depends on the number of carts available and on the time of year. The cartmen are generally husbandmen, and as soon as the sowing season draws near they rush to their villages often at great distances, to prepare and sow their land. From South Belgaum to Vengurla, a cart carrying some one thousand pounds of cotton is generally paid about £1 8*s.* (Rs. 14); to this at Belgaum has to be added a transit-agent's fee of 6*d.* (4 *as.*) With slight variations £1 8*s.* (Rs. 14) may be taken to represent the average cost of carting one thousand pounds of cotton from the Belgaum cotton fields to the coast, a distance from the farthest point of about 120 miles. This is a heavy charge. Taking 30*s.* a ton of 2240 pounds as the average of the cotton freight by steamers from Bombay to Liverpool during the year 1882, the charge from the Belgaum cotton fields to the coast is nearly twice as heavy as the charge from Bombay to Liverpool. Compared with Hinganghát, Dholera, and

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Broach cotton the local Kánarese cotton has the disadvantage of being much later of getting to market. The necessity for choosing a dry time of the year for picking prevents the cotton ripening before February and March. With the help of railways and quicker ginning it may soon be possible to send forward the cotton so that the new crop may reach Bombay before the end of May. Besides the interest on the money locked in the cotton for six or seven months, the early delivery of the crop in Bombay will save the damage from storage in dirty sheds and leaky godowns, a damage which is roughly estimated at about a farthing a pound. The returns for the Vengurla customs division for the five years ending 1882 show an average export of cotton worth £249,976 (Rs. 24,99,760). The bulk of this comes from Belgaum. From Vengurla some of the cotton goes by steamer to Bombay, a passage, including stoppages, of twenty-six to thirty-two hours; the bulk is shipped in the native craft known as *phatemáris* which take three to twelve days to reach Bombay. There are agents of Bombay native firms at Vengurla, but no agents of Bombay European firms. The customs charges are light; a one *anna* stamp and two manifests costing ¼ *anna* each that is a total charge of 2¼*d.* (1½ *anna*). The cotton bundles or *dokrás* are allowed to remain on the landing for forty hours before any port charges are levied. Some of the cotton shipped from Vengurla comes from Dhárwár, but the bulk of it is from Parasgad and Sampgaon in Belgaum, and from Hungund Bágalkot and Bádámi in south Bijápur. All of it comes down the Ámboli pass. The shipments from the other parts of the district come by the routes that merge into the main coast-road not far from Ámboli. The bulk of the Vengurla shipments is of local Kánarese cotton; very little American goes by that route. The cost of freight by steamer and *phatemári* to Bombay ranges from 6*s.* to 14*s.* (Rs. 3-7) a local *khandi* of 756 pounds that is $\frac{1}{30}$ to $\frac{4}{30}$ times the average 1882 steamer freight from Bombay to Liverpool. The bulk of the trade is in the hands of Lingáyats, Gujarát Vánis, and Bhátiás. There are no transactions in Vengurla on European account. The bulk of the staple is brought from up-country for sale at the coast; comparatively little is bought in the cotton-growing districts. The growers or the local dealers consign it to agents at Vengurla who are the middlemen between the local dealer and the Bombay merchant. The Vengurla middleman's charges amount to 2*s.* 7*d.* (Re.$1\frac{5}{16}$) on every 756 pounds (1 *khandi*) of cotton.[1]

North Belgaum cotton goes to Chiplun and much that is grown in other parts besides Belgaum and Bijápur is carried there. The best cotton that reaches Chiplun comes from Athni and its neigbourhood; in Bombay this Athni cotton is known as *kacha kumta* or poor Kumta. The staple from the rest of north and north-east Belgaum is inferior to the Athni cotton. No American is grown so far north. All the cotton carried by this route goes down

[1] The details are: Brokerage 2*s.*, weighing charges for scale ½*d.*, weighing charge for labour ½*d.*, grant to a priest ½*d.*, grant to temples 3*d.*, grant to a charity fund 3*d.*, total 2*s.* 7*d.* The Vengurla municipality makes no charge.

the Kumbhárli pass, and nearly the whole of it reaches Bombay in *phatemáris*, as it is difficult and costly to get it into steamers which cannot pass so far up the Váshishti as Chiplun. During the five years ending 1882, the declared yearly value of the cotton shipped at Anjanvel, the Customs House at the Váshishti mouth which clears Chiplun shipments, averaged £147,466 (Rs. 14,74,660). The cost of carriage from Chiplun to Bombay varies from 1*s.* to 2*s.* (Re. ½-1) the *dokra* of about two hundredweights, and the same weight costs another 1½*d.* (1 *anna*) in porterage from the agent's godown to the vessel. The only other charges are 1*s.* (8 *as.*) a cart, for brokerage equal to about 2*s.* (Re. 1) a ton, and a fee of about three pounds of cotton, generally paid in kind, which the Chiplun dealers charge the up-country people for weighing the staple. At Chiplun nothing is levied by the municipality or for temples or charity. No permanent agents either of native or of European Bombay houses are settled at Chiplun; the trade is entirely in the hands of residents of Chiplun, who are the middlemen between the up-country dealers and the Bombay merchants. The voyage from Chiplun to Bombay takes three to twelve days. The system of trade at the small ports or landings between Vengurla and Chiplún is the same as the Chiplun system.[1] The owners of the vessels begin to beach them early in May when the south-west swell sets in. By or soon after the middle of May the Ratnágiri ports are closed till October.

During the last forty years Government have made repeated efforts to improve the Belgaum cotton trade. In 1841 the price of cotton in Bombay fell as low as 3*d.* (2 *as.*) a pound. In 1842 the expense of sending a *khandi* of 756 pouns of cotton from Belgaum to Bombay was estimated at £1 15*s.* (Rs. 17½).[2] In 1844, the Bombay cotton trade was so unsatisfactory that, at the request of the leading firms, a Commission was appointed of ten Government officers and merchants. This Commission made many valuable and business-like proposals. The proposal of most importance to Belgaum was the improvement of the roads between the Belgaum cotton fields and the coast. Regarding the growth of cotton the Commission made no recommendations beyond suggesting the introduction of better sorts of cotton. They strongly urged the need of improved cleaning and packing. The trade was also unfavourably affected by a considerable customs duty of about ⅛*d.* the pound (Rs. 5¼ the *khandi*). This duty had been fixed when the price of cotton was much higher, it was a heavy charge, and the Commission thought that it should be reduced. The Commission went into the question of the pressure of the land-tax and came to the conclusion that in some places the pressure was severe. Government adopted most of

[1] Beginning from Vengurla, the names of these small ports, of which there are nine, are Nivti, Achra, Devgad, Vijayadurg, Jaytápur, Purangad, Ratnágiri, Jaygad, and Borya. The Vengurla shipments include shipments from Nivti and the Anjanvel shipments include shipments from Borya. The average yearly value of the cotton shipped from the remaining seven ports is £3359.

[2] The details were: Bullock hire Rs. 10, bagging and packing Rs. 3½, freight to Bombay Rs. 2½, Bombay charges Rs. 1½, total Rs. 17½.

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the Commission's leading suggestions. Orders were issued that the road to Kumta should at once be made fit for carts; the customs export duty was abolished; and a temporary reduction in land-tax was made in places where the pressure had been shown to be specially heavy. In 1845, in answer to inquiries made with the object of starting an English cotton company in the Bombay Karnátak, Mr. Mercer, the American planter (1841-1846), expressed the opinion that a company with £50,000 to £60,000 (Rs. 5-6 *lákhs*) might, on the plan he proposed, monopolize the cotton trade and return immense profits. Since Mr. Mercer made his calculation the cotton trade has so increased that in the opinion of Mr. Walton, who was cotton inspector in Belgaum from 1865 to 1880, a dozen companies each with the capital named by Mr. Mercer would fail to carry on all the present business. In September 1846 the Bombay cotton trade was still so bad that Government appointed a second Commission to inquire into the causes of the decline of the trade and to suggest remedies.[1] In March 1847, the Commission reported that they had no suggestions to offer regarding improvements in tillage. They were told by the American planters, who had experience in Belgaum and other districts, that the native methods were well adapted to the country. As regards the trade in Belgaum cotton the Commission recommended the abolition of all duties on raw cotton, an improvement in the port of Vengurla and in roads from Vengurla to the interior, and the opening of the Deccan by railways. They thought that the stagnation and loss in trade were due to the decline in the price of cotton.

In 1847, Mr. Jamsetji, a Pársi merchant, came to Belgaum to buy and export cotton. He wrote to the local authorities, told them he was anxious to buy and ship as much American cotton as he could get, and asked their support and help. He was promised every help compatible with the interests of the district, and was warned to be careful in his purchases, as the Collector was aware that acclimatized American cotton was being mixed and adulterated by the local dealers. In 1847, in a special report on the Belgaum cotton trade, Mr. J. D. Inverarity, the Collector, expressed the opinion that nothing would benefit the trade so much as the making of roads and the bridging of rivers and streams. The cost of carrying cotton from the fields to the coast was about 2*s.* 6*d.* (Rs. 1¼) the hundred pounds. At this time in the Belgaum markets cotton fetched about 1½*d.* to 2*d.* a pound (Rs. 50-60 a *khandi* of 756 lbs.) The competition of the local weavers was keen, and they paid as high as 2⅛*d.* the pound (Rs. 70 the *khandi*) for the best cleaned cotton. In 1848, Mr. Townshend, the Revenue Commissioner, showed that the cost of carrying cotton from Belgaum to Bombay added seventeen to twenty per cent to its price. In this year Captain Meadows Taylor urged that good roads should be made through the cotton plains to join into one main highway, on which the staple could be

[1] The Commission were: Messrs. H. B. E. Frere the present Sir Bartle Frere, H. H. Glass, R. Spooner, J. D. Inverarity, J. Bowman, R. W. Crawford, J. Smith, S. D. Murray, Kharsetji Jamsetji, and Kharsetji Káwasji.

carried in carts down the Phonda pass to Vijaydurg in Ratnágiri, which he stated had a port fit for ships large enough to carry the cotton direct to Europe instead of round by Bombay. A fairly large quantity of the staple was then carried through Sankeshvar in Belgaum to Rájápur in Ratnágiri, a famous place of trade during the latter part of the seventeenth century. About the same time the Collector of Belgaum calculated that the average cost of carrying 756 pounds (1 *khandi*) of cotton was £1 (Rs. 10) to Kumta and 18*s.* (Rs. 9) to Vengurla. Besides by the cost of getting it to Bombay the export of cotton to England was burdened by heavy freights between Bombay and England which in 1847 were about £7 the ton. In 1848 the Collector reported that on its way to Bombay, Belgaum cotton was exposed to every form of evil. Moving at the rate of one or two miles an hour in rude carts or on bullock-back, over bad roads, the dew and the dust did their worst. The bullocks were loaded and unloaded twice a day, generally near watering places, and their packs were rolled in the mud. During the march each bullock consoled himself by keeping his nose in his leader's pack, and steadily eating the cotton. The loss in weight, which had not been made good by dust, was too often supplied by water and mud at the journey's end. Half of the night was lost in loading and unloading and the bullocks seldom did more than eight miles a day. All along the way petty chiefs and village headmen demanded tolls and stopped the cotton if the toll was not paid. Even after it was on board ship exactions did not cease. Till 1840 when his state lapsed to the British Ángria the chief of Kolába made all vessels stop off Kolába till his officers came on board, examined the cargo, and levied heavy and vexatious exactions. Mr. Townshend, the Commissioner, confirmed what the Collector said about the perils by land. The want of roads to the sea was the ruin of the inland people.

In 1849, the Bombay Government recommended merchants to establish up-country agencies. The Chamber of Commerce replied, that in the backward state of roads up-country agencies could not succeed. They urged Government to open the cotton districts by roads and railways to the coast and especially to Bombay. If this was done all other improvements would follow without trouble or expense. Lord Falkland then Governor of Bombay (1848-1853), recognized the great value of roads. He regretted that want of funds prevented Government from doing what they wished. Mr. J. P. Willoughby, one of the members of Council, thought that the financial pressure should not be allowed to stand in the way. If trade was not looked to the financial pressure must grow greater. Trade was sick, if not dying. He never remembered such a forest of masts waiting for freight in Bombay harbour. The Board of Directors in acknowledging the papers hoped at no distant period to be able to sanction the expenditure needed to improve communications. One result of the want of roads was a great inequality in local prices. In places with an easy outlet the price of cotton was double or treble its price in a place where export was difficult or impossible. In some places the cost of exporting it made the growth of cotton impossible. About this time (1849-50) Mr. Channing the

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superintendent of cotton experiments calculated that taking Bijápur and Belgaum together the average cost of carrying a *khandi* of 756 pounds of cotton to the coast was a little over £1 8*s.* (Rs. 14). The full expense of carriage from Bijápur to Bombay he estimated at an average of £1 11*s.* (Rs. 15½), from Belgaum to Bombay he thought £1 2*s.* (Rs. 11) covered the cost. Mr. Channing expected that the opening of the Phonda pass route to Vághotan would do much for the Belgaum and Bijápur cotton trade. In 1849 the revised assessment was introduced in Gokák and Parasgad. The survey officers estimated that in the whole of Belgaum, which at that time included a large area of the best cotton lands of South Bijápur, about one million two hundred thousand acres were suitable for cotton. On a proper system of crop rotation this would give an available yearly area of about three hundred and seventy thousand acres. It was estimated that the land rent or assessment represented about seventeen per cent of the value of the gross produce. This proportion would become less as roads were opened and cultivation improved.

In 1847 the attention of Government had been drawn to the difficulty and danger of shipping cotton from the South Konkan and Kánara ports in April and May. After several years of examination and surveying Government decided that Vijaydurg, about thirty miles south of Ratnágiri, was to be the cotton port of the future, and that the trade was to centre at Vághotan, about ten miles up the river, where was a depth of eighteen feet at low water spring tides. From Vághotan good roads were to be made over the Sahyádri passes to Kolhápur about eighty, and to Belgaum about a hundred miles. When these roads were finished it was hoped that the bulk of the Belgaum and Bijápur produce would be sent to Vághotan, and that the agents would there put it in boats and send it to ships at Vijaydurg. These hopes have not been realized. The trade is too fluctuating to send large ships regularly to Vijaydurg. The advantages of direct shipments would probably be more than counterbalanced by the increased freight and higher insurance that would be demanded by ships that had to go to Vijaydurg instead of to Bombay. Trade never took to the Vághotan and Vijaydurg route and since 1871 when the excellent A'mboli pass road was opened it has centred at Vengurla.

The Government cotton experiments during the three years ending 1848-49 did not do much to increase the cotton trade. The yearly average outturn was only a little over a hundred and seventy bales each of 392 pounds. Even of this Government had bought two-thirds and the merchants less than a third. In 1849, the Manchester Chamber of Commerce urged Parliament to inquire into the unsatisfactory condition of the Indian cotton trade. In 1850, as the House of Commons refused the inquiry, the Manchester Chamber of Commerce, with the help of the Chambers of Liverpool Blackburn and Glasgow, sent an agent to India. Most of the inquiries of their agent, Mr. A. Mackay, were made in the Bombay Presidency. Mr. Mackay, who travelled through the Bombay Karnátak in 1851, reported to the Manchester Chamber of Commerce

that the bad state of roads greatly interrupted the trade of the district; that only paltry sums were spent by Government on road improvement; that the few good roads were useless for trade as they were made for military convenience; and that improved not extended cultivation of cotton was what was wanted.[1] In reply to Mr. Mackay's statements Mr. H. W. Reeves then Revenue Commissioner S. D., and other District Officers including Messrs. W. H. Havelock and M. J. M. Shaw-Stewart pointed out that, so far as external commerce was concerned the Karnátak districts were well off for roads; that there were two outlets for the produce of the country, the Vengurla road across the Rám pass for the districts north of the Malprabha, and the Kumta road for the southern districts; that considering the difficulty of the country much had been done to improve roads; that besides the metalled roads mentioned by Mr. Mackay many fair weather roads were fit for carts; that the necessity of improving roads had engaged the attention of District officers and of Government as early as 1845, and that steps were being taken to improve roads; that the metalled roads made by Government for military purposes were of the greatest use to trade, as the military stations were excellent and convenient markets for local produce; that Mr. Mackay underrated the value of the important road from Belgaum to Vengurla by the Rám pass; that an unbroken and very rich traffic was carried on between Vengurla and Belgaum throughout the fair season; and that the improvement of the cotton trade must come from the merchants of Bombay establishing direct agencies in the cotton districts, and thus dispensing with the host of native middlemen who ate up a large portion of the profit which would otherwise fall to the husbandmen.[2]

In 1850, the Collector of Belgaum complained of the apathy of the Bombay merchants in not making arrangements for up-country buying. The merchants replied that until roads were opened no up-country agency could succeed. In 1850 Messrs. Lancaster and Co., of Bombay, sent a Mr. Davis as their agent to Belgaum. He made large advances to secure American cotton. Mr. Reeves, the Collector, expected that during that season the firm would spend fully £20,000 (Rs. 2,00,000). Mr. Davis was also empowered to buy for other firms. Under these circumstances Mr. Reeves thought that Government should cease to buy. Mr. Davis found it difficult to get seed-cotton as in return for the Government seed the cotton-growers were bound to bring all the seed cotton to the Government gins. He begged that this hindrance might be removed; he stated he was making ginning houses at every five or six miles through the cotton country; and, in return for concessions, he offered to rent all the Government ginning establishments, and to guarantee that he would purchase every pound of the American crop. The Collector supported Mr. Davis' application, and Government approved of Mr. Reeves' proposals. They directed that, except in cases where the landholder was anxious to carry out his engagement with Government, the Collector was to cease buying cotton on Government account.

[1] Mackay's Western India, 414. [2] Rev. Vol. 55 of 1855.

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In 1852 Mr. Young, the Collector of Customs in Bombay, brought to the notice of Government that the cotton received from Belgaum on Government account was inferior to what the Bombay merchants were buying in the same district. As the spinners and others in England had come to look on the yearly Government consignments as the standard of what India could produce, he thought it his duty to bring the inferior state of the cotton to the attention of Government. He recommended that this consignment of cotton should not be sent to England. Government ordered the superintendent of experiments to Bombay to examine the cotton. The examination of the parcels showed that out of 4553 bales of American cotton 723 contained inferior and dirty staple. On this, early in 1853, Government issued orders that on receipt of the cotton which had already been ordered, no more was to be bought, that the quantity on which advances had already been made was to be carefully examined, and that none but what was good was to be sent to England. In 1854, under orders from the Court of Directors the accounts of all Government shipments were made up by the Accountant General. These shipments included nine consignments. They amounted to 5574 packages, of which 5419 were bales, 152 were half bales, and three were bundles or *dokrás*. Of the nine consignments seven showed a profit of £7950 (Rs. 79,500) and two showed a loss of £1677 (Rs. 16,770), that is on the whole transactions a net profit of £6273 (Rs. 62,730). No details are available to show what portion of the whole amount was Belgaum cotton, but it is worthy of note that there was no Belgaum cotton in the two shipments that showed a loss.

In 1855, an enterprising merchant, Mr. A. C. Brice, settled in Dhárwár and did a large cotton business. A sub-agency was established at Saundatti to buy Belgaum cotton, and he projected more agencies in the same district. Mr. Brice owned upwards of a thousand head of draught cattle and a corresponding stock of cotton carts.

Ten years later during the American war the Belgaum cotton trade greatly increased, though fraud and dirt-mixing prevented the cotton from realizing nearly so high a price as it would have fetched had it been clean. The efforts made to check fraud and to improve the outturn of cotton by spreading the use of American seed and of sawgins have been shown under the heads of Adulteration and Ginning. The immense number of small ginning places made it almost impossible to check the mixing of cotton and the adding of dirt, and the difficulty of keeping saw-gins in order and the damage caused by saw-gins in bad order prevented the efforts to improve the cotton trade from succeeding. Since 1870 partly from the decline in the value of the American cotton, but chiefly from the difficulty of getting it ginned, the growth of American cotton and the use of saw-gins have almost ceased. Since 1876 the Government supervision of the trade and of the gins has been withdrawn.

The whole exports of Belgaum cotton, together with a small quantity from South Bijápur and neighbouring Native State, reach

Bombay through the Ratnágiri ports. The famine of 1876 and 1877 lowered the value of the Ratnágiri exports from £400,750 in 1874-75 to £330,946 in 1877-78 and to £331,738 in 1878-79. For the five years ending 1882-83, the returns of the customs divisions of Anjanvel, Ratnágiri, Vijaydurg, Málvan, and Vengurla give the highest value of cotton at £494,240 in 1879-80, the lowest at £331,738 in 1878-79, and the average at £401,300. The details are:

Cotton Exports, 1878-1882.

Customs Division.	Value of Exports.					
	1878-79.	1879-80.	1880-81.	1881-82.	1882-83.	Total.
	£	£	£	£	£	£
Vengurla ...	210,112	261,532	294,278	228,431	255,527	1,249,880
Anjanvel ...	118,364	228,090	176,814	102,795	111,266	737,329
Ratnágiri ...	5	314	20	14	239	592
Vijaydurg ...	3187	1592	2261	2907	1699	11,646
Málvan ...	70	2712	291	276	3709	7057
Total ...	331,738	494,240	473,664	334,423	372,439	2,006,504

According to rough estimates by Bombay merchants and cotton dealers, of the total supply of American cotton or as it is called sawginned Dhárwár received at Bombay from the Bombay Karnátak about sixty-eight per cent is from Dhárwár and the remaining thirty-two per cent from Belgaum, Bijápur, and the Bombay Karnátak states; and of the Kumta or local cotton supply about sixty-eight per cent comes from Belgaum and Bijápur and thirty-two per cent comes from Dhárwár. Nearly the whole of the American goes from Bombay to Europe; none is used locally and very little remains in Bombay. The Kumta when pure, though not very white has a strong and fairly long staple. It is particularly well suited for spinning the lower counts of yarn up to twenties and is largely used in the Bombay mills. Very little goes to Europe. According to the Bombay Cotton Report for 1882-83 in the Bombay market sawginned Dhárwár averaged about $5\frac{1}{4}d.$ the pound in 1879-80, $5\frac{1}{16}d.$ in 1880-81, $5d.$ in 1881-82, and $4\frac{7}{8}d.$ in 1882-83; in the Liverpool market it averaged $6\frac{3}{16}d.$ the pound in 1879-80, $5\frac{1}{2}d.$ in 1880-81, $5\frac{9}{16}d.$ in 1881-82, and $5\frac{1}{4}d.$ in 1882-83. In the Bombay market Kumta or local cotton sold for $5\frac{1}{8}d.$ the pound in 1879-80, $4\frac{3}{4}d.$ in 1880-81, $4\frac{7}{16}d.$ in 1881-82, and $4\frac{7}{32}d.$ in 1882-83; in the Liverpool market it sold for $5\frac{3}{4}d.$ the pound in 1879-80, $4\frac{13}{16}d.$ in 1880-81, $4\frac{7}{8}d.$ in 1881-82, and $4\frac{5}{16}d.$ in 1882-83. Inquiry in Bombay shows that in the Bombay market a *khandi* of 784 pounds of sawginned Dhárwár is at present (December 1883) worth £2 (Rs. 20) more than a *khandi* of Kumta. In November 1879 a *khandi* of Broach was worth £1 10*s.* (Rs. 15) more than a *khandi* of sawginned Dhárwár and £3 to £3 4*s.* (Rs. 30-32) more than a *khandi* of Kumta; at present (1883) Broach is worth £2 10*s.* (Rs. 25) more than sawginned Dhárwár and £4 10*s.* to £5 (Rs. 45-50) more than Kumta. In November 1879 a *khandi* of good Dholera was worth 10*s.* (Rs. 5) more than a *khandi* of good sawginned Dhárwár and £1 10*s.* (Rs. 15) more than a *khandi* of Kumta; at present there is no difference between the value of Dholera and of sawginned Dhárwár and a *khandi* of Dholera is worth £2 (Rs. 20) more than a *khandi* of Kumta. In 1879 a pound of American Mid Orleans was